

Florida's Future Corridors

Tampa Bay to Northeast Florida Study Area Concept Report

SUMMARY REPORT



Florida Department of Transportation
Office of Policy Planning

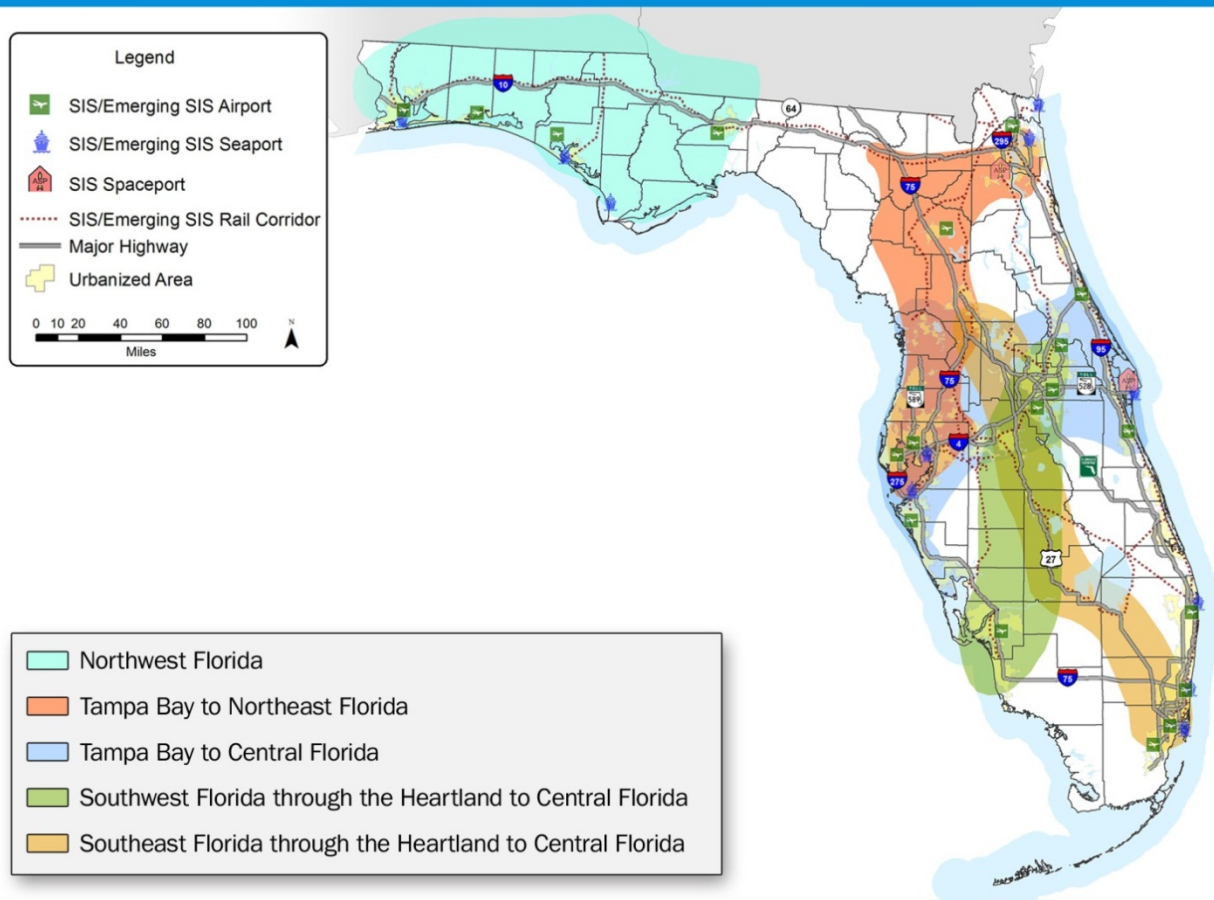
October 2013

Florida's Future
CORRIDORS

What is the Future Corridors Initiative?

The Future Corridors initiative is a statewide effort led by the Florida Department of Transportation (FDOT) to plan for the future of major transportation corridors critical to the state's economic competitiveness and quality of life over the next 50 years. This initiative builds upon the 2060 Florida Transportation Plan which calls for planning a transportation system that maintains our economic competitiveness by meeting current and future transportation needs for moving people and freight.

Florida's Future Corridors Initial Study Areas



Tampa Bay-Northeast Florida Study Area Concept Report

Tampa Bay and Northeast Florida are two of Florida's largest regions. Both have large, diverse economies and growing transportation needs. Between these two regions, Gainesville and Ocala are emerging in importance as regional employment centers, particularly in innovation and logistics industries. Surrounding rural areas support a mix of agriculture, forestry, mining, recreation, and manufacturing industries, and are collaborating on economic development strategies.

More than 5.1 million people and 2.1 million jobs are located within an 18-county study area spanning 260 miles from Tampa to Jacksonville.¹ Following a deep recession, the study area's economy is rebounding and is expected to return to stronger growth. If recent trends continue, the region's population could expand nearly 70 percent by 2060.²

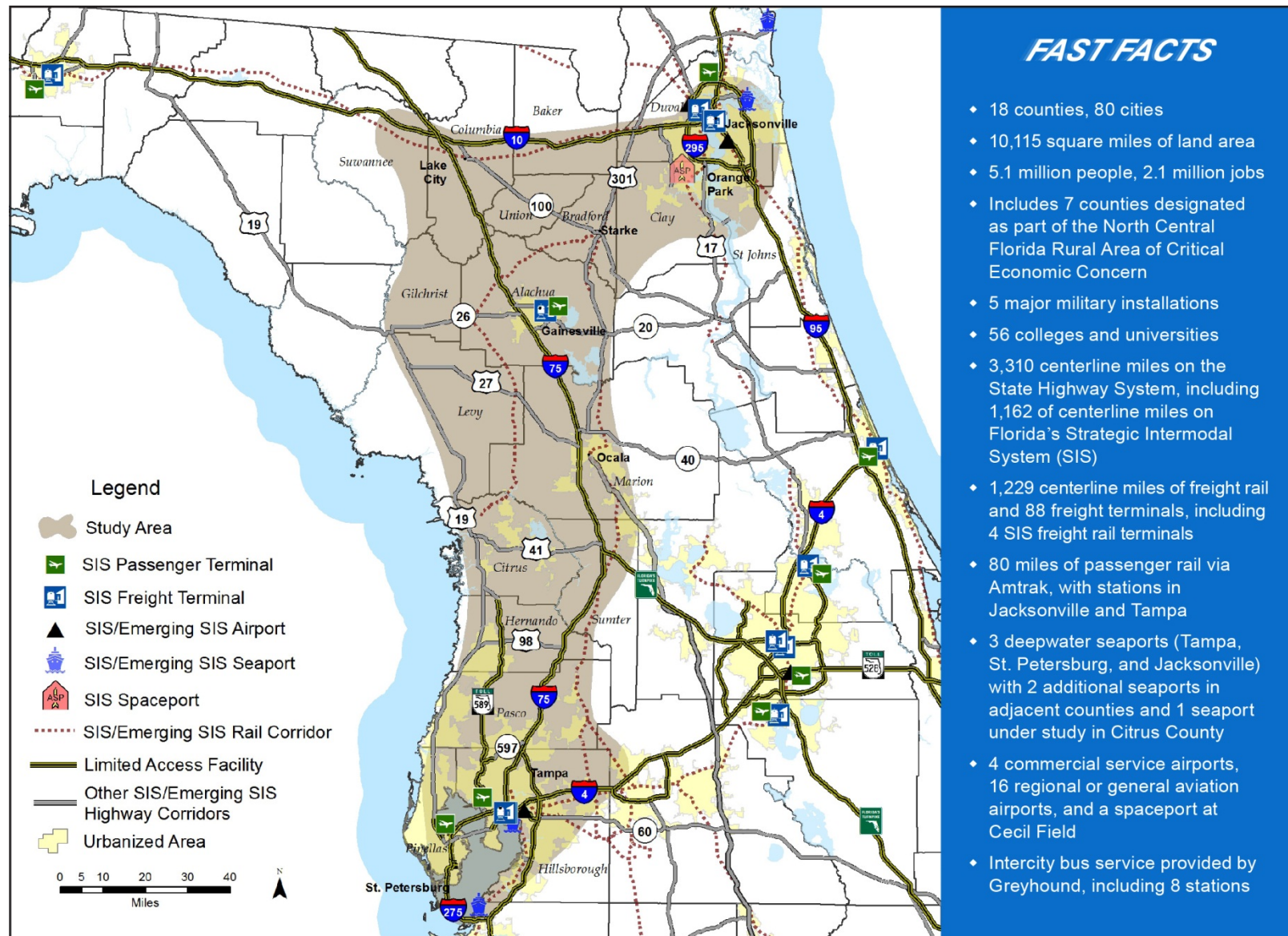
Freight, business, visitor, commuting, and personal trips in the study area heavily depend on the highway system. Tampa and Jacksonville are the two largest urban centers in Florida without a direct limited-access highway connection today. Travel between these two regions primarily occurs via I-75 and I-10, I-75 and U.S. 301, or I-4 and I-95. Many of the rural counties are not well connected to the Interstate highways or other limited-access highways today.



This report identifies potential transportation strategies to help connect Tampa Bay and Northeast Florida and support the future growth of these two regions, as well as the less urbanized North Central Florida region that lies between them. It is part of a broader statewide effort, known as Florida's Future Corridors initiative, through which the Florida Department of Transportation (FDOT) is working with state, regional, local partners, and other stakeholders to plan for the future of the major transportation corridors critical to the state's economic competitiveness and quality of life.

¹ U.S. Department of Commerce, Bureau of the Census, 2010; U.S. Department of Commerce, Bureau of the Economic Analysis, 2010. For the purposes of this report, the study area includes, north to south and west to east, Columbia, Baker, Duval, Suwannee, Union, Bradford, Clay, St. Johns, Gilchrist, Alachua, Levy, Marion, Citrus, Sumter, Hernando, Pasco, Pinellas, and Hillsborough counties. Data reported are for all the counties listed, including portions of the counties not in the study area boundary.

² Florida Department of Transportation projection, based on University of Florida Bureau of Business and Economic Research forecast, 2013.

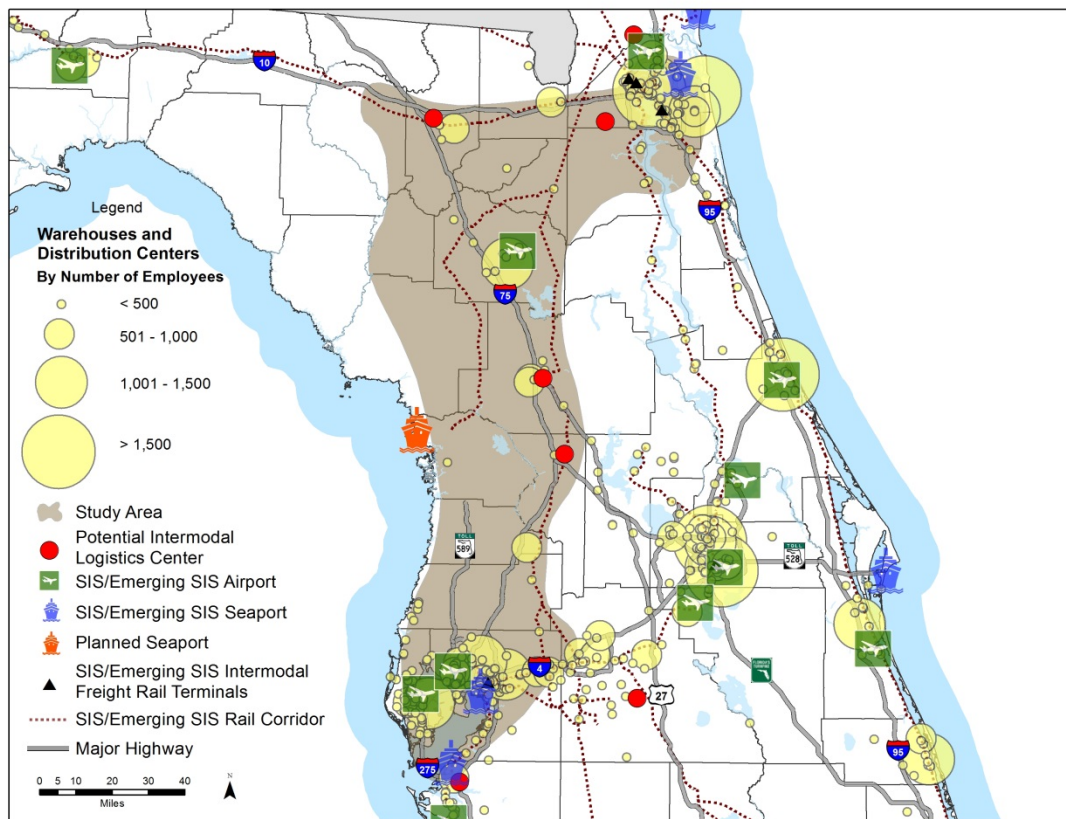


■ Economic Trends: The Case for Connectivity

Population growth throughout most of the study area has exceeded the state and national growth averages during the past few decades. This trend is expected to continue in the future, as the region benefits from its appeal to workers, families, retirees, and visitors; historic strengths in natural resources, military, education, tourism, and distribution; and emerging strengths in innovation industries and services. As the study area grows and changes, connectivity becomes increasingly important at multiple levels.

Trade and visitor connections to global markets. Two major deepwater seaports, the Port of Tampa and the Port of Jacksonville, bookend the study area. The Port of Tampa is the top seaport in Florida by tonnage, and Jacksonville ranks among the East Coast's leading seaports for containers and automobiles. Both ports, as well as nearby Port Manatee and the Port of Fernandina, are expanding facilities to prepare for growing trade flows to serve markets in Florida and in the eastern United States. Citrus County is studying the feasibility of creating Florida's 15th deepwater seaport at Port Citrus.

Trade and Logistics Hubs

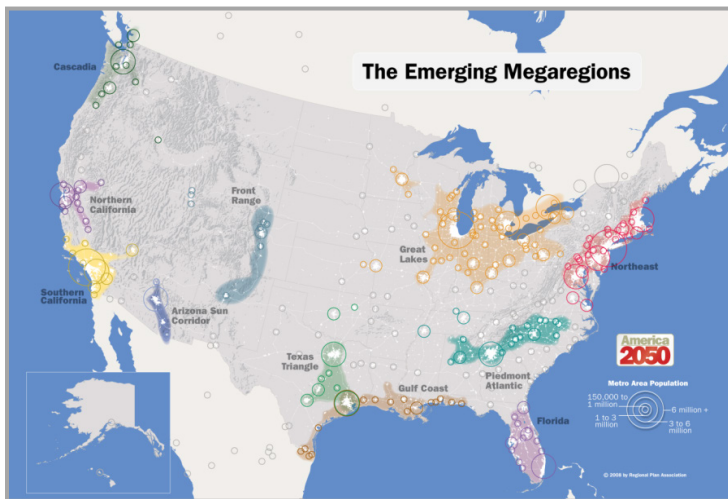


Sources: InfoGroup, 2010; Florida Department of Transportation.

Regional distribution centers cluster around these seaports as well as along the I-75 corridor. I-75 and the parallel CSX “S” line form part of a major north-south trade corridor connecting Central and South Florida to Atlanta and the Midwest. The importance of this trade corridor will grow with the expansion of the South Florida seaports and with CSX’s effort to develop a major intermodal logistics center in Winter Haven.

I-75 also is an important tourism corridor connecting the Midwest and Eastern United States to Central Florida – the nation’s largest visitor destination – as well as Tampa Bay. Pinellas, Hillsborough, and Duval rank among Florida’s 10 most visited counties. About one-half of all visitors to Florida arrive via automobile, with I-75 as one of the key gateways.

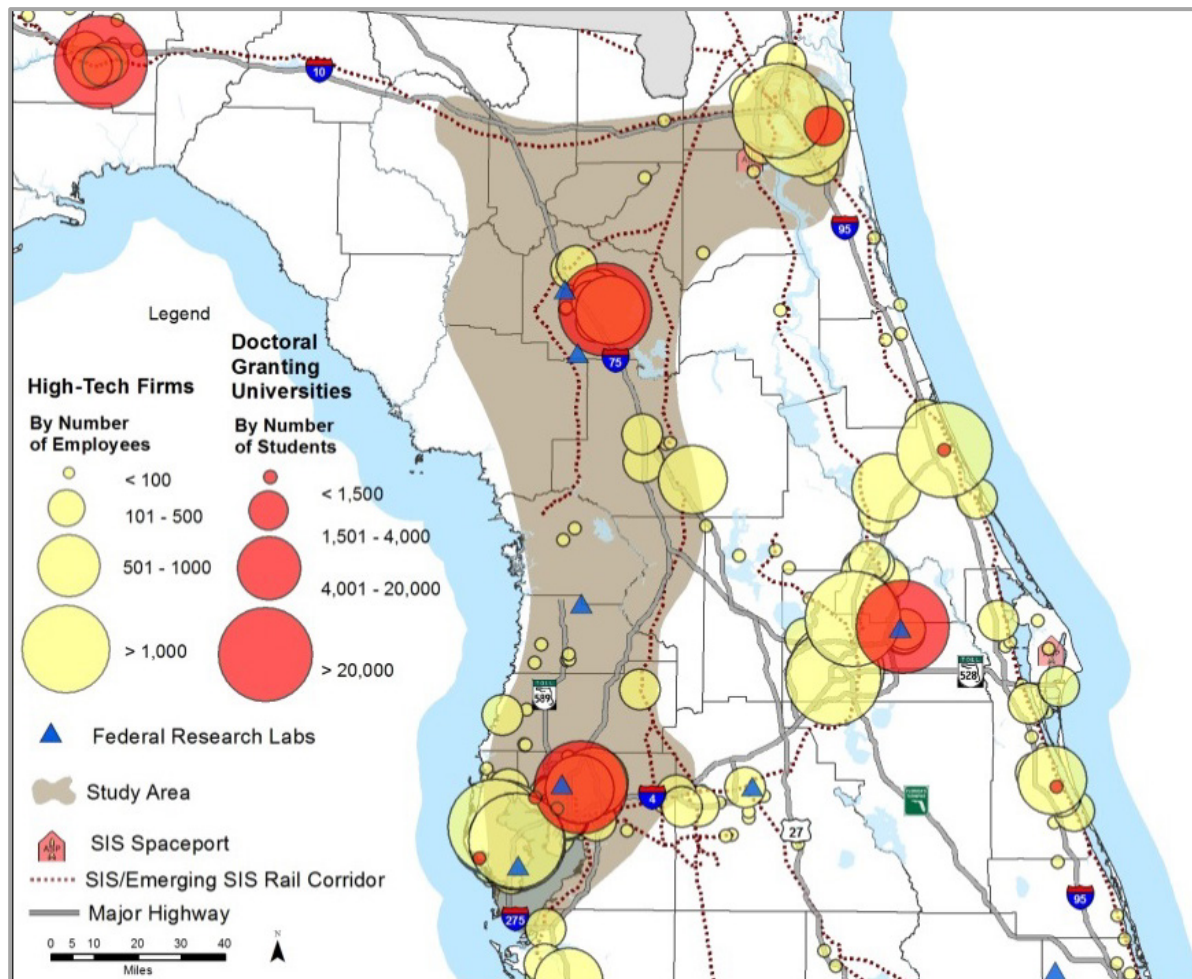
Interregional connectivity to create Florida’s megaregion. The Florida peninsula has the opportunity to become one of 10 to 12 “megaregions” that lead the United States in growth and competitiveness over the next few decades (see map below). Florida’s competitiveness in large part reflects the size and diversity of its large metropolitan regions – the ability to link Southeast



Florida’s global business hub to Central Florida’s internationally known destinations and the diverse industries of Tampa Bay and Northeast Florida. Florida’s Interstate highways are the major arteries sustaining this megaregion – but the missing link today is a direct connection between Tampa and Jacksonville. A closer link between these two markets could create substantial benefits not only for the study area, but also for the state as a whole.

Business, labor, and university connections to create strong industry clusters. The study area’s economy is shifting from a traditional emphasis on natural resources, tourism, military, distribution, and basic manufacturing to a more diverse mix of industries that also includes technology, finance, and services. Much of the transportation system in the region initially was developed to connect farmlands, forests, and mines to production centers and seaports in urban areas. Today, life sciences, aerospace, and logistics industry clusters are emerging across the region. Their global competitiveness relies on connections between leading-edge businesses, suppliers, skilled labor, and research universities. Many of these clusters are organizing across traditional boundaries, such as the “High-Tech Corridor” connecting businesses, universities, and colleges from Tampa to Gainesville to Orlando (see map on next page).

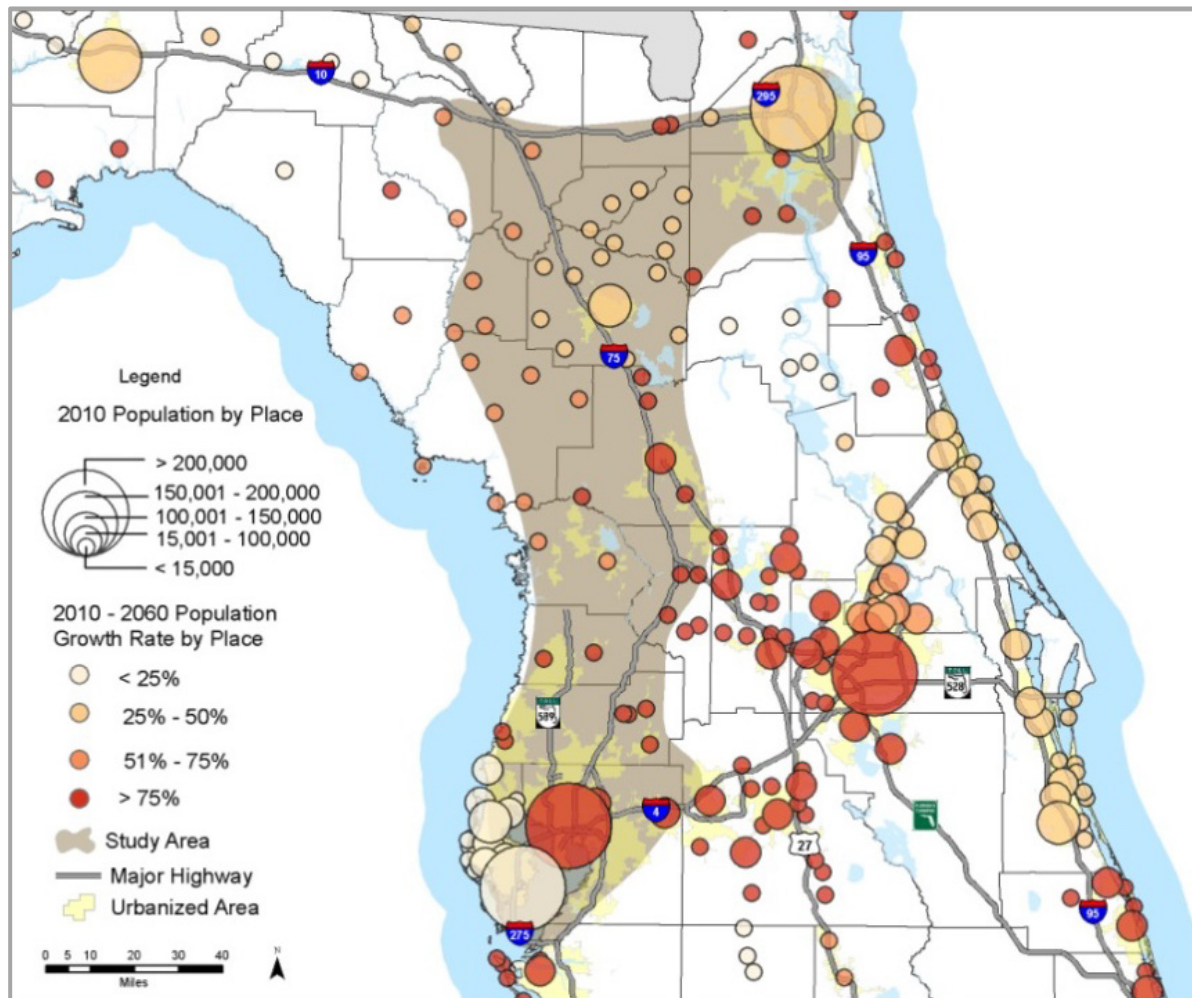
Major Research and Technology Employers



Sources: InfoGroup, 2010; National Center for Education Statistics, College Navigator, 2012; Federal Laboratory Consortium for Technology Transfer, 2012.

Enhanced regional connections to existing and emerging urban centers. The Tampa Bay and Northeast Florida counties are projected to account for 4 out of 5 new residents locating in the study area over the next 50 years. Regional visions in both areas call for a shift in future growth toward more compact centers, with Tampa, St. Petersburg, and Jacksonville becoming more prominent cities. Well-developed intercity passenger rail and regional transit systems are critical foundations for this vision. Even as the study area reemphasizes these large urban regions, emerging centers of population and employment are gaining strength along the Suncoast to the north of Tampa Bay (Pasco, Hernando, and Citrus counties) and along the I-75 corridor from Wildwood to Gainesville (see map next page). The combined population of Sumter, Marion, and Alachua counties soared from 138,000 in 1960 to 672,000 in 2010; if current trends continue, it will nearly double to 1.3 million by 2060. This group of cities may become more connected to both Tampa Bay and Central Florida. Neither of these emerging regions are well connected to the rest of the study area or the rest of Florida, and they generally rely on a single limited-access highway corridor.

Projected Trend Population Growth 1960-2010



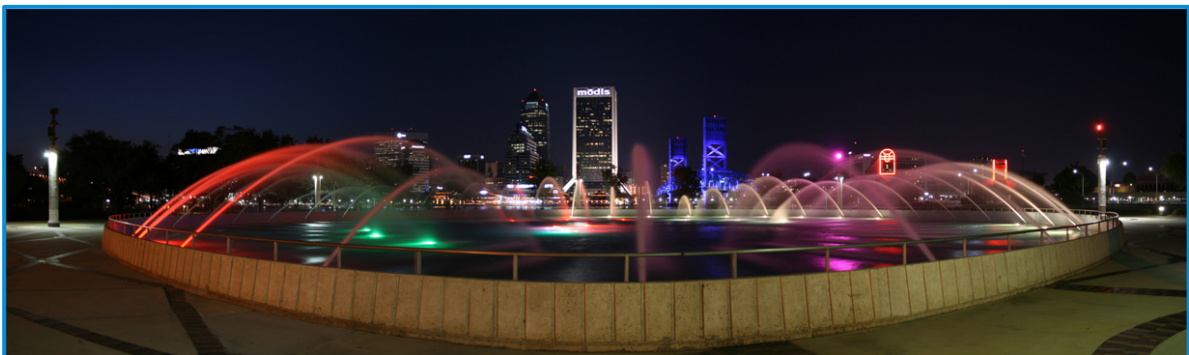
Source: Florida Department of Transportation projection, May 2013.

Improved access from rural areas to regional employment centers and external markets. Seven counties in the study area are classified as Rural Areas of Critical Economic Concern due to historically high levels of poverty and unemployment: Baker, Bradford, Columbia, Gilchrist, Levy, Suwannee, and Union. There is potential for a significant acceleration of population and employment growth if economic development initiatives are successful, with the higher rates of growth most likely in rural counties that border established urban areas and those that serve as regional employment centers. The potential development of large tracts of land under single ownership, including those owned by Plum Creek Timber; Rayonier, Inc.; Foley Land and Timber Company; and Bascom Southern across a band of counties from the Gulf Coast to the Atlantic Coast could be a gamechanger for rural North Central Florida. Most of this region is not well connected to the rest of the state today. A collaborative visioning process led by the North Central Florida Regional Planning Council will help determine where growth and connectivity are needed.

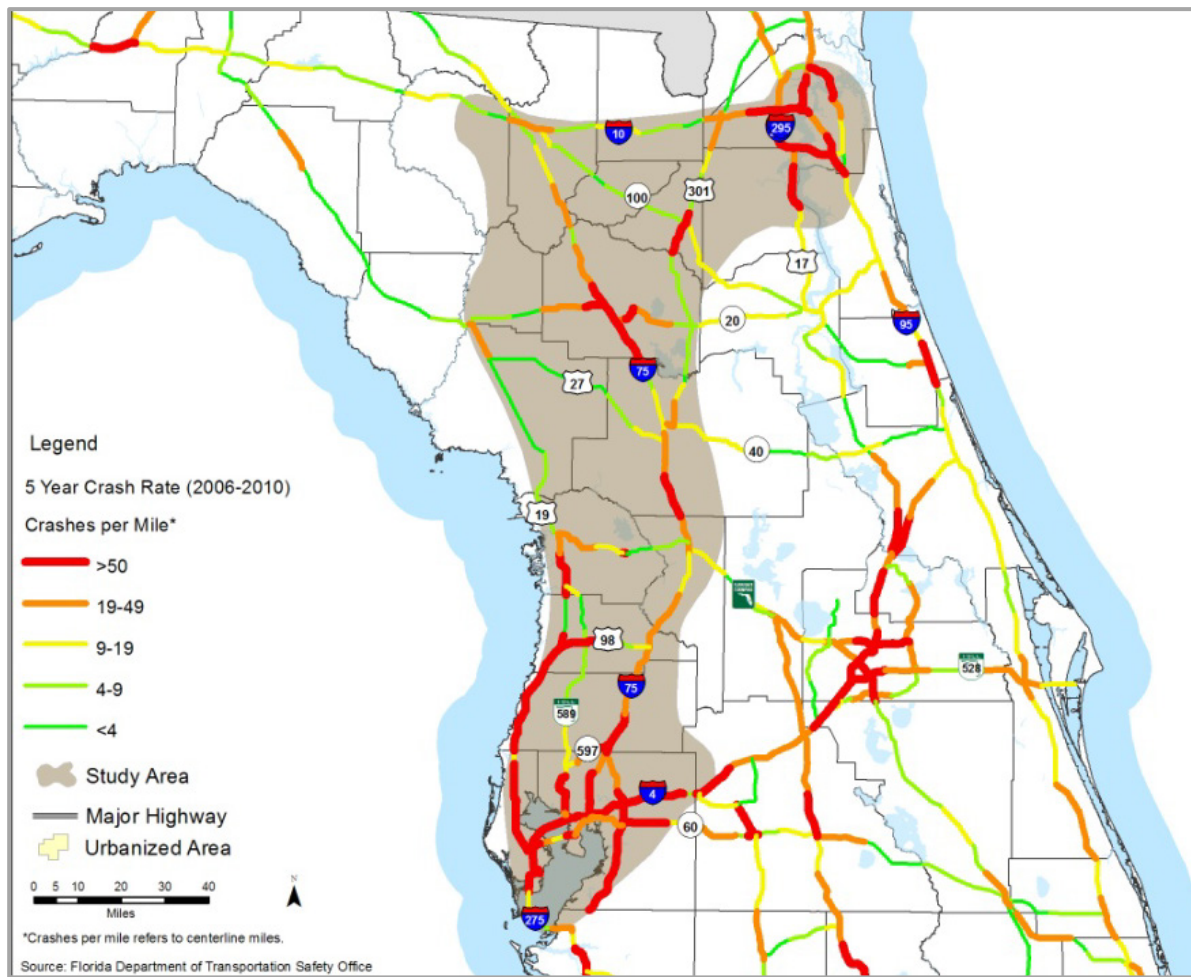
■ Potential Mobility and Connectivity Needs

The study area's transportation system faces several challenges in meeting the evolving mobility and connectivity needs of residents, visitors, and businesses in the coming decades:

- **Freight mobility.** Freight and trade flows to, from, and through the study area are anticipated to grow rapidly, reflecting the strong anticipated growth in population, visitors, and economic activity; the region's central location as a logistics platform for the rest of the state; and the overall growth anticipated in global trade through Florida's seaports and airports. This will place greater pressure on the region's major truck routes, freight rail system, seaports, air cargo facilities, and intermodal logistics centers. Strategic investments in the capacity and connectivity of these systems will be critical.
- **Highway delay and reliability.** The highway system, particularly the limited-access corridors, does not have the capacity to accommodate future growth in population, employment, and visitors, assuming vehicle miles traveled resumes its long-term growth trend. If current development and travel patterns continue, 38 percent of urban highway miles and 22 percent of rural and transitioning area highway miles will be congested in peak periods by 2035 – even after accounting for expenditures in FDOT's SIS Cost-Feasible Plan (maps on page 9). This means FDOT must work with regional and local partners to maximize the efficiency of its existing highway system; promote alternatives to highways for both commuting and longer distance trips; encourage strategies for reducing growth in travel demand; and identify strategic investments in new highway capacity that support regional visions for the future.
- **Highway safety.** Crash rates are significant along major highways within the study area (see map on next page). The crash rate along I-75 near Gainesville and between Ocala and Wildwood are as high as those along Interstates in the state's largest urban areas, reflecting the mix of cars and trucks and local and long-distance traffic using I-75. Portions of U.S. 19, U.S. 301, and U.S. 17 also have high crash rates.



Crash Rates on Strategic Intermodal System Highways



Source: Florida Department of Transportation.

Congestion on SIS Highways 2011 and 2035



Source: Florida Department of Transportation.

- **Modal options.** Passenger rail and public transit systems today do not have the connectivity or quality of service needed to become a competitive travel option in many parts of the study area, particularly for long-distance travel. Amtrak currently operates daily intercity passenger service along an inland route from Jacksonville through Orlando to Lakeland and Tampa. Eight fixed-route transit systems operate in the study area, but none currently operate a large-scale commuter rail system. A continued focus on coordinating transit investment with urban development decisions is critical to implementing the regional visions for Northeast Florida and Tampa Bay with their emphasis on more compact centers connected with multimodal corridors.
- **Limited options.** The only options for high-speed, high-capacity travel between Tampa Bay and Jacksonville are I-4 to I-95 (a route subject to delays due to congestion on I-4 in Central Florida), or I-75 to I-10 (a longer route). There is no direct limited-access highway alternative to I-75 for travel between Tampa Bay and Georgia or Northwest Florida. Because the highway system has few redundancies, a crash, incident, or even planned construction activities and special events can result in severe delays. This issue increases in significance during emergency events.
- **Connectivity to emerging economic centers.** Nearly one out of every four jobs in the study area is located more than five miles from a limited-access highway, an asset desired by most businesses. The location of potential development sites identified in Comprehensive Economic Development Strategies, regional visions, and developments of regional impact all point to the potential for significant new economic development to occur in the Suncoast area north of Tampa, the string of smaller urbanized areas along I-75 from Alachua to Sumter counties, Clay and Baker counties to the west of Jacksonville, and targeted regional employment centers in rural areas such as Lake City.³ Some of these sites are well situated on or near existing highway or rail lines, but others are not well connected today. Further analysis is needed to determine the significance of these connectivity “gaps” to the regional economy.

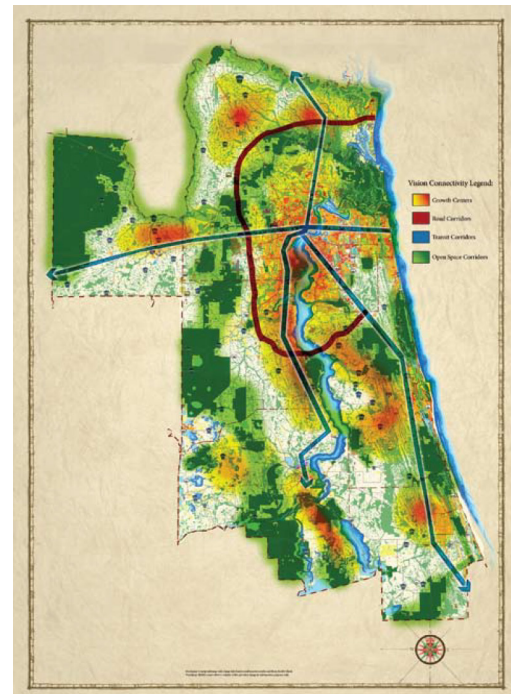
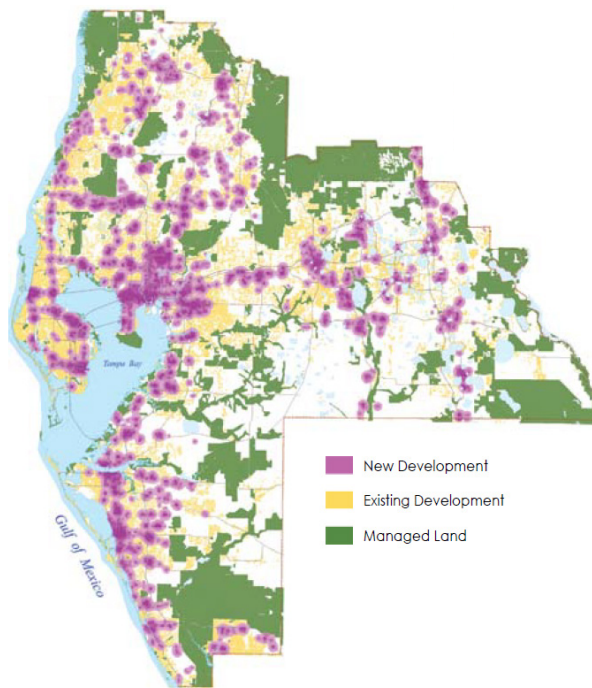
■ Community and Environmental Context

The study area’s mobility and connectivity needs must be addressed within the context of a diverse natural and human environment. Both the Tampa Bay and Northeast Florida regions have developed long-range visions to guide future plans and investment decisions. These regional visions emphasize protecting and conserving natural resources and agricultural lands, promoting quality communities, including compact urban centers, providing mobility choices, and encouraging economic competitiveness (see maps on next page). The North Central Florida Regional Planning Council will initiate a regional visioning process covering Gainesville, Ocala, and surrounding rural counties in 2014. These visions and principles can guide future corridor planning decisions.



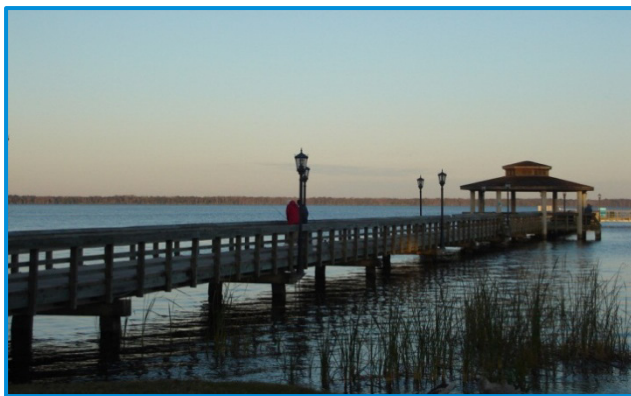
³ Data collected from statewide and regional plans may not reflect all current local plans or proposals.

Adopted Regional Visions for Tampa Bay (left) and Northeast Florida (right)



Sources: "OneBay, A Shared Regional Vision for Tampa Bay," 2010; "First Coast Vision," 2011.

Building on the framework of the regional visions, the study area includes 80 cities comprising hundreds of unique communities and neighborhoods. Each community brings its own historic, cultural, and social resources. Consistency with community visions and local government comprehensive plans can help ensure that the unique character and resources of each community are appropriately considered as corridor decisions are made. Early coordination also can help ensure that transportation corridor investments support community goals and avoid or minimize negative impacts on individual communities and their resources.



Osceola National Forest, and Okefenokee Swamp. Also important is the study area's location in multiple watersheds, including the Suwannee-Santa Fe River system, the Withlatchoochee River system, and the Tampa Bay watershed. FDOT must work collaboratively with its environmental partners to ensure that as new transportation corridors are considered, they are located in places that would not sever important connections in natural systems, or that they are designed to allow wildlife to safely pass.

The natural environment is a critical foundation of the region's economy and quality of life. Access to high-quality beaches, lakes, rivers, parks, forests, and preserves is an important draw for residents and visitors. The study area's location spanning the Florida peninsula makes it a connecting point for important and fragile natural systems and wildlife corridors, such as those connecting the Green Swamp, Paynes Prairie, Ocala National Forest,

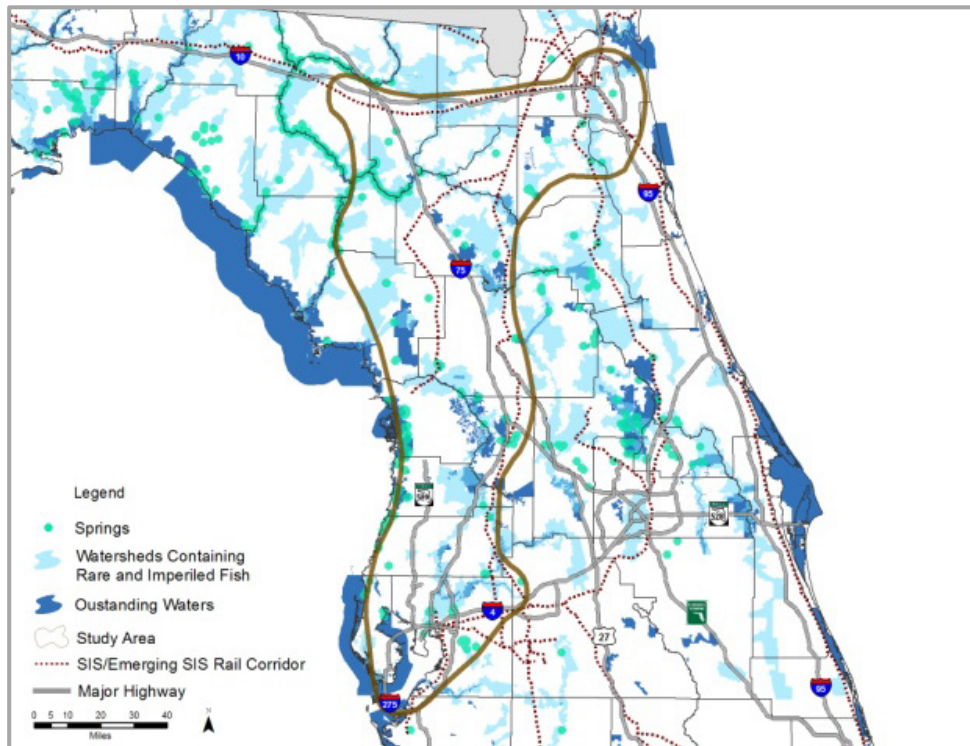
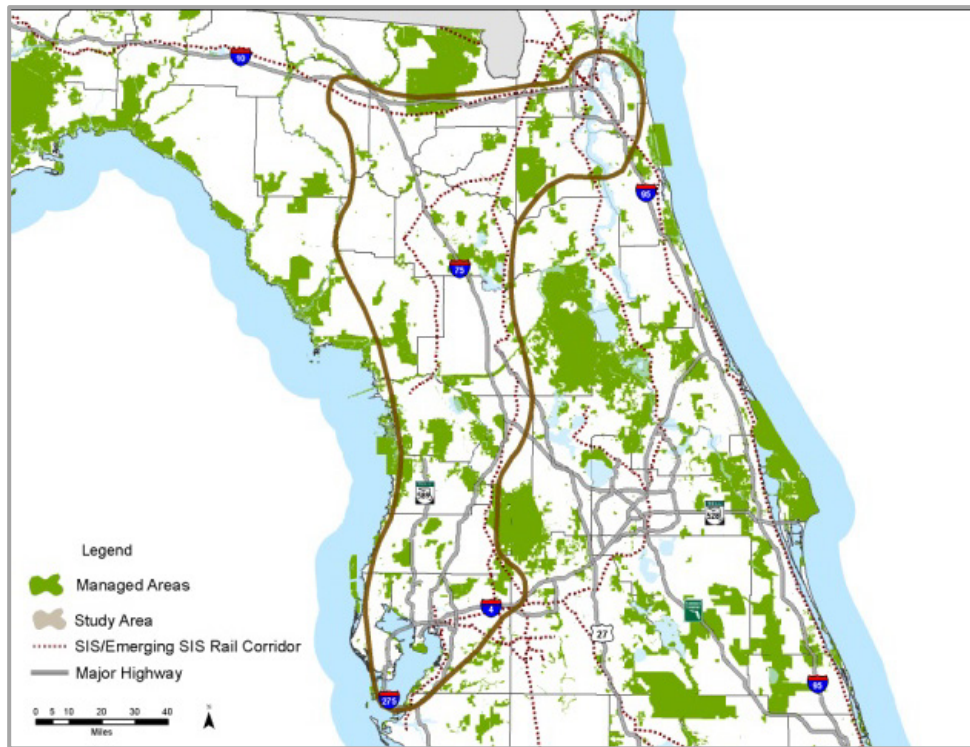
Careful decisions are needed about not only where corridor improvements or new corridors are located, but also how these improvements are coordinated with economic development and land use decisions. Working at a 50-year regional scale provides opportunities for joint decision-making to achieve mutual objectives, such as coordinated purchases of land for both transportation and wildlife corridors.

FDOT is working with partners to build upon a wealth of community and environmental data, including information on existing managed lands in public ownership (see map on next page); critical water resources; wetlands (see map on next page); public and private lands protected from impacts by state or federal law; specific parcels identified as priorities for conservation, via easements or direct acquisition by the public or private sector; and historic, cultural, archeological, and other resources. The same data sets are included in multiple initiatives to rank the ecological significance of lands and water resources in Florida, including the Critical Land and Waters Identification Project (CLIP).



FDOT will leverage this data in combination with partner input to support sound decision-making about corridors. Data sources and analyses will become progressively more detailed in later stages of the process.

Managed Lands and Water Resources Snapshot in the Study Area



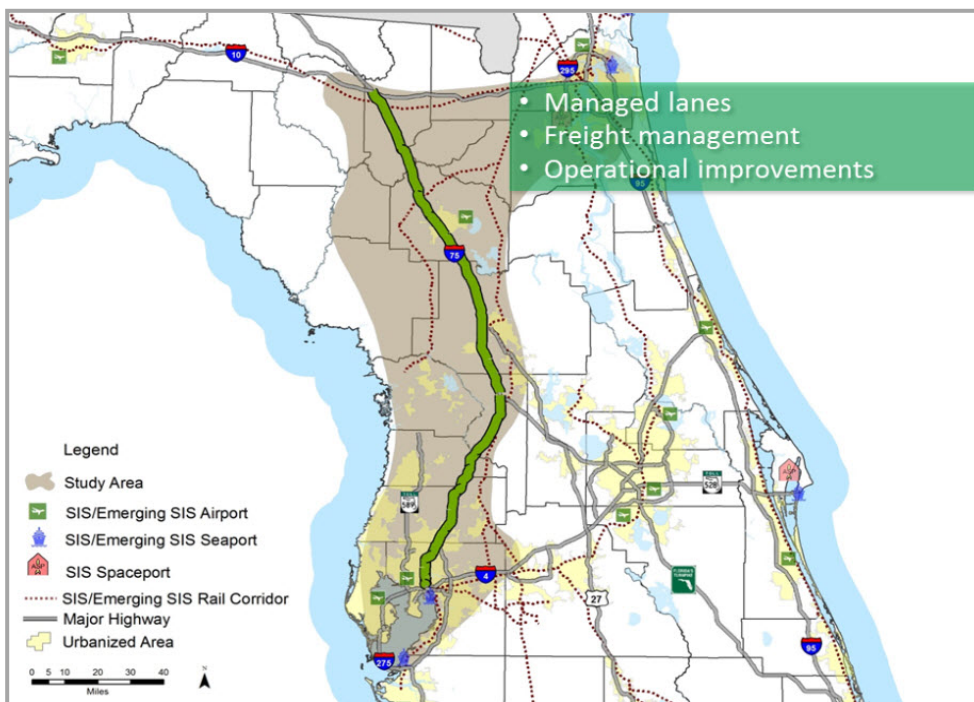
Sources: Florida National Areas Inventory, Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission.

■ Potential Strategies to Address Future Transportation Needs

Interstate 75 Corridor Transformation

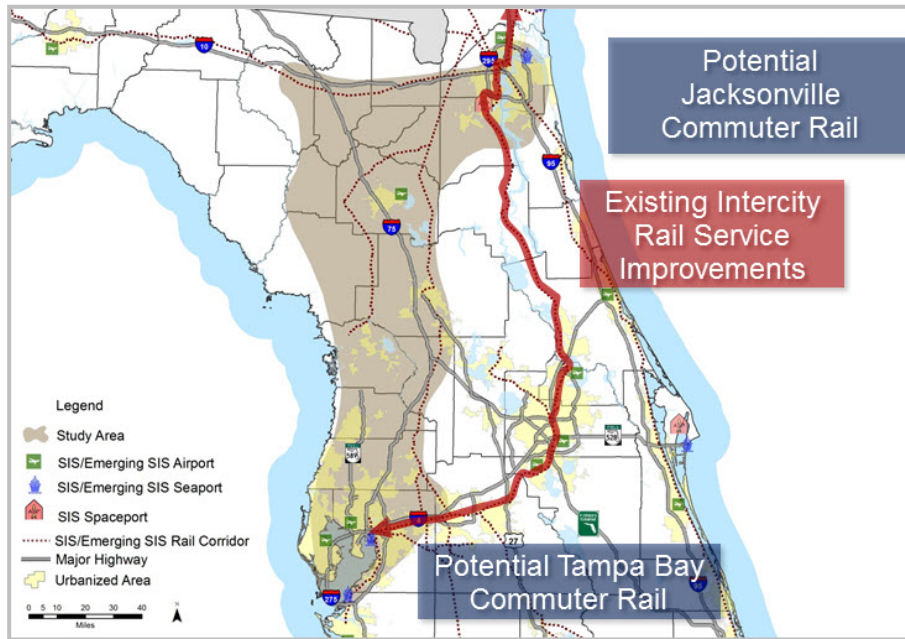
I-75 should be reinforced and transformed so it can continue to serve as a vital trade corridor and regional lifeline over the next 50 years. Building on the recent I-75 Transportation Alternatives Study and the I-75 Sketch Interstate Plan, options for modernizing and optimizing the I-75 corridor could include:

- Incorporating managed lanes in the right-of-way to separate particular types of traffic, such as trucks, express buses, or drivers willing to pay a toll;
- Implementing truck-only lanes, enhanced truck parking and staging areas, and other features to accommodate increasing truck volumes; and
- Improving the management and operations of I-75 using advanced roadway, vehicle, and information technologies.



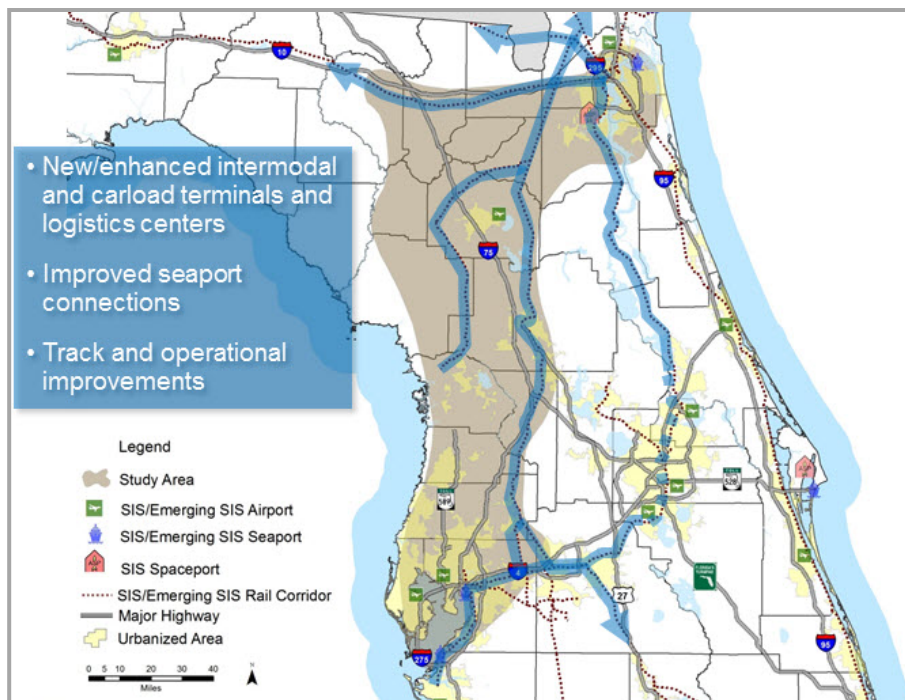
Intercity Passenger Rail Service

Potential enhancements to Amtrak service and the Florida East Coast Railway's planned All Aboard Florida service are among the options for improving passenger rail service between Tampa and Jacksonville via Orlando. This backbone eventually could extend to other urbanized areas and link to regional commuter rail and urban transit systems to form a multimodal network connecting the major centers within Tampa Bay, Central, North Central, and Northeast Florida. To realize this vision, FDOT, private-sector rail operators, and regional and local partners should work together to resolve operational issues, fill connectivity gaps among existing and proposed systems, and provide sufficient capacity to ensure frequent and reliable intercity passenger rail service.



Improvements to Freight Rail Connectivity and Access

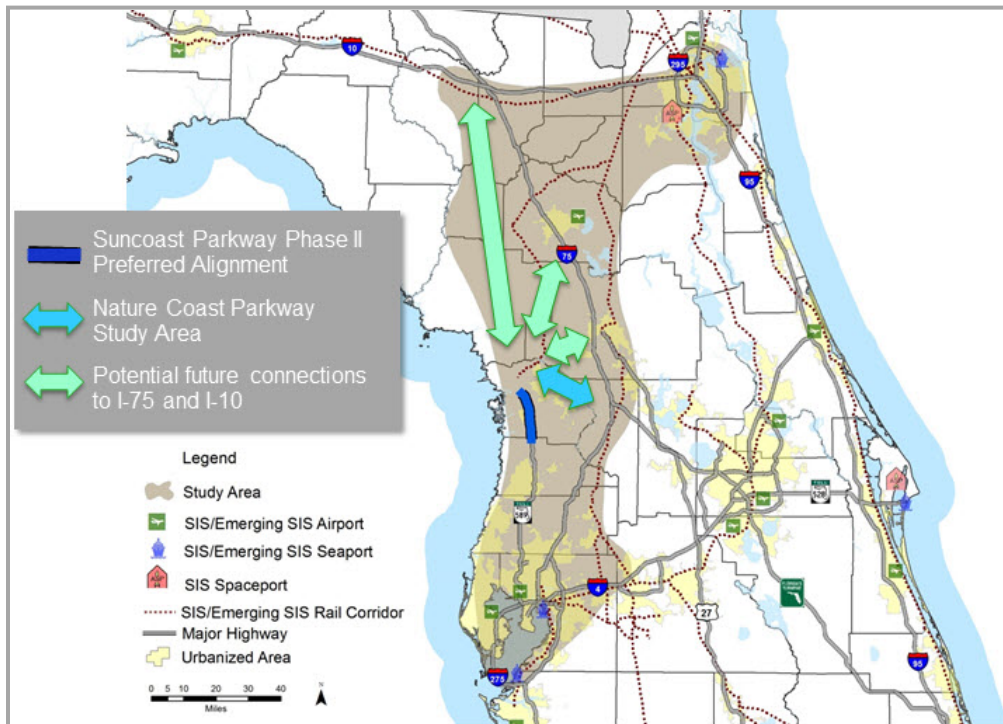
An efficient and reliable freight rail system is important not only to provide an option for freight moving to and from the study area, but also to provide an alternative for through traffic such as trade moving to or from the Southeast Florida seaports. CSX is investing in track improvements and a major logistics hub in nearby Winter Haven. A long-term regional rail investment strategy could help identify additional connectivity needs to seaports, intermodal logistics centers, and major shippers and receivers. A proactive investment strategy could provide sufficient capacity for moving both people and freight; support future economic development; and determine where freight rail lines may need to be relocated to reduce impacts on communities.



Interstate 75 Relievers

Several concepts could provide an alternative to I-75 in the eastern portion of the study area and improve connectivity to growing parts of the region:

- The northern extension of the Suncoast Parkway from Hernando to Citrus County, which has been planned for the past decade;
- The Nature Coast Parkway, a proposed northern extension of Florida's Turnpike from Sumter to Levy County;



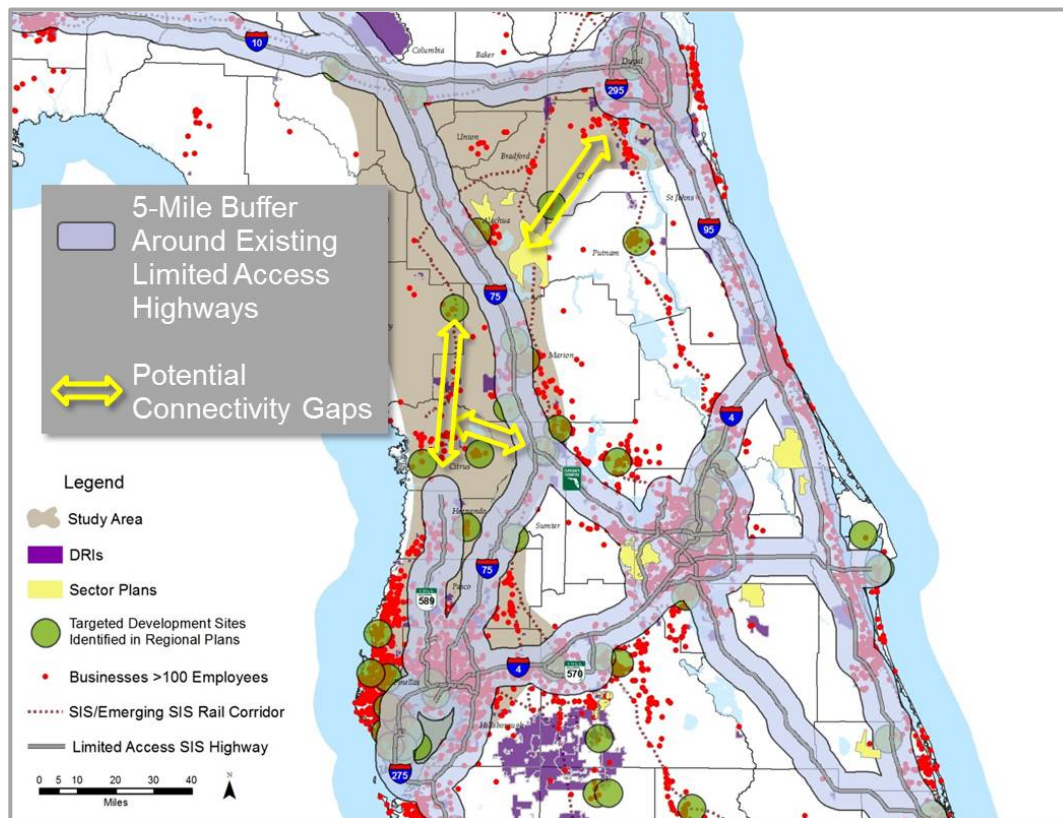
- An extension of the Suncoast Parkway beyond Citrus County on an existing or new alignment, connecting to I-75 near Ocala, Gainesville, or Lake City to provide a more direct limited-access route between Tampa Bay and the central to northern portion of the study area, as well as to Georgia; and
- Enhanced use of rail and waterway corridors.

Specific corridor locations should be determined based on the outcomes of regional visioning efforts and based on projections of future travel demand and travel patterns. Over time, multimodal improvements could be linked together in a coordinated fashion to form one or more continuous I-75 relievers throughout this study area.

Closing Regional Connectivity Gaps

The location of employment centers, developments of regional impact, sector plans, and targeted development sites identified by the regional planning councils in their Comprehensive Economic Development Strategies suggest potential regional connectivity gaps where existing or future economic centers may not be well served by the existing multimodal transportation network. These include connections between:

- Hillsborough and Citrus counties, to link priority development sites, including Port Citrus to Tampa Bay;
- Citrus and Hernando counties and I-75 and Florida's Turnpike, to connect fast-growing Suncoast communities to Central Florida and Northeast Florida; and
- Gainesville/Ocala and Jacksonville, to link growing regional business centers to a nearby major market.



Several alternatives, ranging from general concepts to specific facilities, have been proposed to fill these connectivity gaps. Additional analysis is needed to determine which of these gaps are of statewide significance and to assess alternative solutions, including improvements to existing highway and rail facilities and development of new facilities to close the gaps. As these regional gaps are closed, the entire study area could move toward a more complete connection all the way from Tampa Bay to Jacksonville.

Table 1 (on the next page) compares these alternative strategies to adopted statewide, regional, and local policies and visions. The purpose of the matrix is to help determine which strategies could move forward into further study, and where more information is required.

Table 1. Policy Screening of Alternative Strategies

	Interstate 75 Corridor Transformation	Intercity Passenger Rail Improvements	Freight Rail Connectivity and Access	Interstate 75 Relievers	Closing Regional Connectivity Gaps
<i>Statewide Mobility and Connectivity Need</i>					
Has potential to address statewide mobility or connectivity needs	●	●	●	●	●
<i>Consistency with 2060 Florida Transportation Plan Goals</i>					
Economic Competitiveness	●	●	●	●	●
Community Livability	●	●	○	○	○
Environmental Stewardship	●	●	●	○	○
Safety and Security	●	●	●	●	●
Maintenance and Operations	●	●	●	●	●
Mobility and Connectivity	●	●	●	●	●
<i>Implementation</i>					
Solutions are consistent with regional or community visions or equivalent local plans	●	●	●	●	●
Information is available to inform future stages	●	●	●	●	●
Support exists from state, regional, and local partners to continue study	○	○	○	○	○

Key: ● *Alternative is ready to move into Future Corridors evaluation stage.*
○ *Additional work needed, and/or issue will need to be closely monitored as alternatives advance through the Future Corridors planning and screening process.*

■ Framework for Moving Forward

FDOT has identified the following steps to continue corridor planning activities in the study area:

1. **Support development of a regional vision for North Central Florida and the integration of this vision with those of surrounding regions.** During the past five years, both the Tampa Bay and Northeast Florida regions participated in collaborative processes to develop and begin implementation of long-range visions. The area between Tampa Bay and Northeast Florida has not yet developed a long-range vision. Because of the importance of transportation to the region's future, FDOT should participate in a regional vision for North Central Florida, working under the leadership of the North Central Florida Regional Planning Council. As this vision is completed, it can provide strategic guidance to future corridor planning decisions, particularly those involving new facilities or significant upgrades to existing facilities. The North Central Florida regional vision also must be integrated with the One Bay and First Coast visions to provide an overall structure for examining the connectivity needs between Tampa Bay and Northeast Florida. The large number of transportation partners in the study area underscores the need for continued collaboration on long-term visions and investment plans at an interregional scale.

Study Area Partners

- 18 counties
- 80 cities
- 8 metropolitan planning organizations (MPO)
- 1 regional transportation authority
- 8 transit authorities
- 1 expressway authority
- 2 Class I railroads, 1 Class II railroad, and 1 shortline railroad
- 6 deepwater seaports
- 4 commercial service airports
- 2 regional visioning groups
- 4 regional planning councils
- 3 water management districts
- Economic development organizations
- Public and private utilities
- Landowners
- Business interests
- Environmental interests

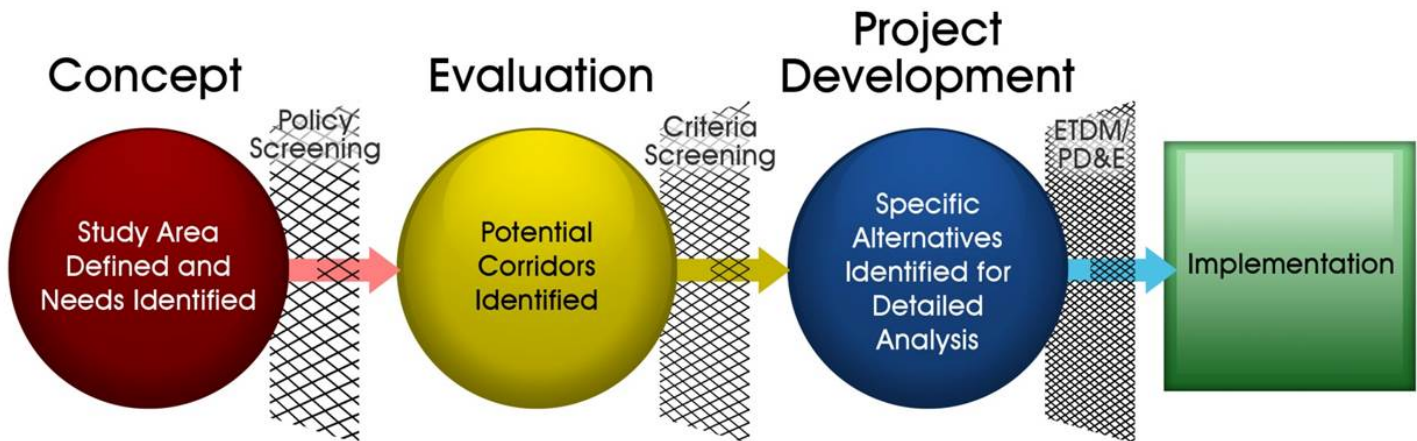
2. **Develop an integrated strategy for the future transformation of Interstate 75 to meet the needs of the next 50 years.** FDOT has conducted multiple studies to identify both short- and long-term improvements to I-75, including operational improvements, interchange modifications, additional travel lanes to bring the entire corridor up to at least six lanes, and managed lanes. Building on this work, FDOT should adopt and program an ongoing series of improvements to transform I-75 to meet the mobility needs of the next 50 years. An ultimate plan for the entire I-75 corridor could define a comprehensive, long-term package of investments to maximize the efficiency of moving people and freight within the constraints of existing development and natural features adjacent to the right-of-way.
3. **Work with the rail industry to develop long-term strategies for continued enhancements to freight and passenger service.** CSX's recent commitment to enhance its S line connecting Tampa Bay to Northeast Florida and the national rail network, as well as to create a major intermodal hub at Winter Haven, is a positive step for the region's future. FDOT should continue to work with CSX and other freight railroads to develop long-term rail investment strategies, including plans for access to seaports, intermodal logistics centers, and major shippers and receivers in the region. At the same time, FDOT should continue to work with rail providers and regional and local partners to advance opportunities to enhance intercity passenger rail service between Tampa and Jacksonville, as well as to identify long-term strategies for extending intercity or commuter rail to other cities.

4. **Conduct an evaluation study for developing a parallel multimodal corridor between the Suncoast and the northern portion of I-75.** FDOT should explore extensions of the Suncoast Parkway or Florida's Turnpike to provide longer-distance alternatives to I-75. An extension of the Suncoast Parkway beyond the planned Phase II in Citrus County to connect back into I-75 near Ocala, Gainesville, or Lake City could provide a limited-access alternative for trips between Tampa Bay, these communities, and points north. This concept could provide significant relief to I-75 while also improving connectivity to growing urbanized areas and creating economic development opportunities in the rural areas. There are multiple alternatives for addressing this need, including upgrades to existing highways as well as development of new multimodal corridors. The Nature Coast Parkway, a proposed northern extension of Florida's Turnpike into Levy County, also could help improve connectivity in this portion of the study area.

FDOT should move this segment of the study area forward into the Evaluation stage of the Future Corridors planning process. An Evaluation study would provide a structured approach for convening partners to accomplish the following:

- Identify likely future land use and economic development patterns in the pilot area;
 - Identify future mobility and connectivity needs in light of these patterns, considering both statewide and regional needs;
 - Evaluate and build consensus around alternative strategies for addressing the mobility and connectivity needs;
 - Develop model processes for coordinating future corridor planning with conservation plans, economic development plans, local government comprehensive plans, MPO long-range transportation plans, expressway authority master plans, and others; and
 - Test potential public/private partnerships with expressway authorities, railroads, public and private landowners, and utilities; develop sample agreements.
5. **Conduct initial analyses to better document mobility and connectivity needs in the eastern portion of the study area.** FDOT should begin initial technical work to document mobility and connectivity needs in the eastern portion of the study area. This task should include a synthesis of adopted and developing regional visions and plans to understand connectivity needs between Ocala/Gainesville and Jacksonville. A key issue is where a corridor should connect to the Jacksonville area, recognizing the location of the seaport, airport, intermodal rail freight terminals, Cecil Commerce Center to the north and west of Jacksonville, and the planned development of the First Coast Outer Beltway. FDOT should examine how to use existing facilities such as U.S. 301 and SR 21 to meet these needs, as well as how to avoid or minimize impacts to surrounding natural resources. Potential connectivity solutions should be addressed not only in terms of how well they meet regional needs, but also whether they could link with new or enhanced corridors to the east of I-75 to provide a complete corridor from Tampa Bay to Jacksonville.

Future Corridor Planning Process

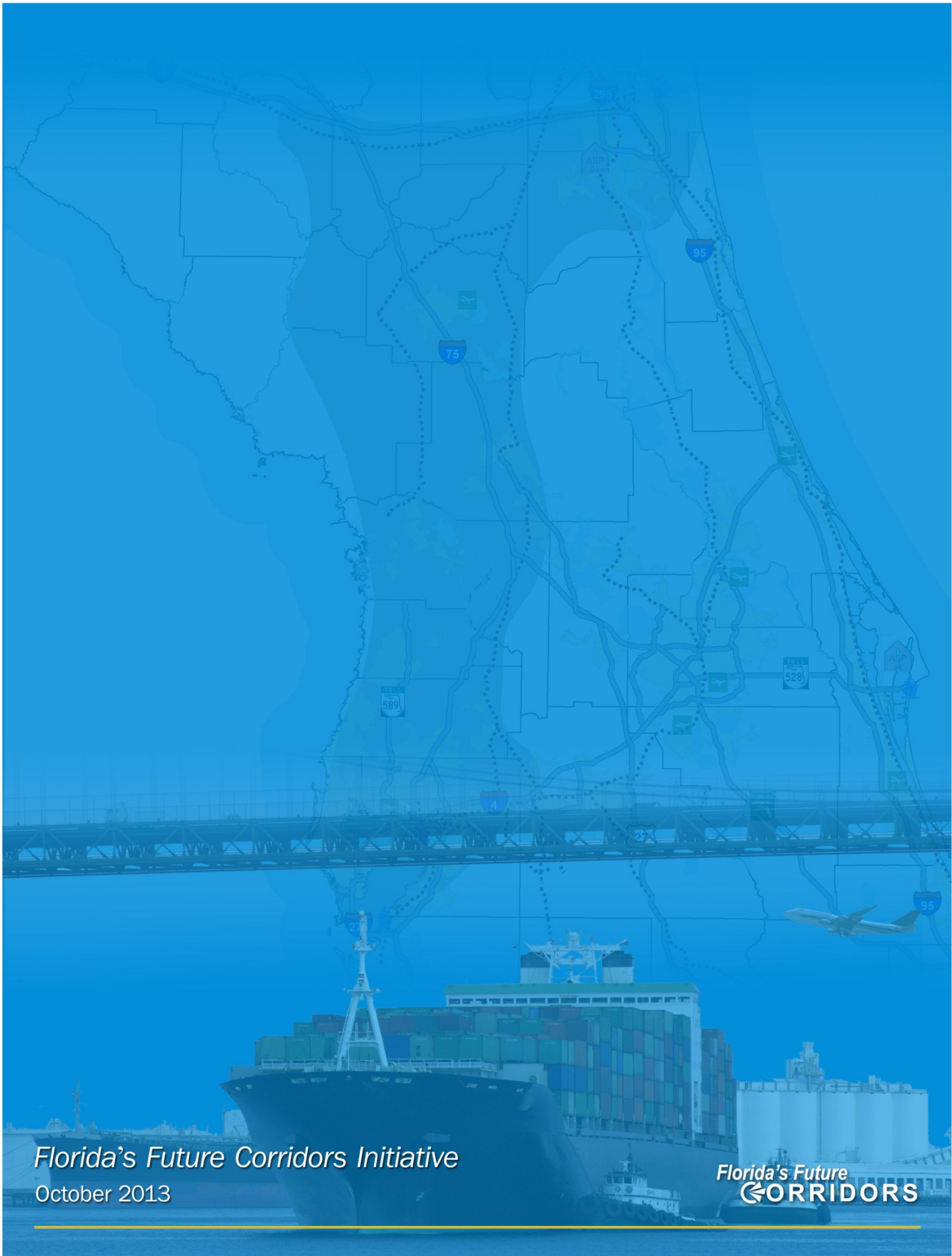


How Will Future Corridors Be Planned?

FDOT has developed a three-stage process for planning future statewide corridors (figure above):

- Prepare a high-level **Concept** report to identify anticipated statewide connectivity and mobility needs in the study area; determine whether a significant transportation corridor investment in the study area is consistent with statewide policies and available regional and community visions and plans for future growth; identify key community and environmental issues to be considered in future stages; and identify a framework for moving forward in this study area.
- Conduct an **Evaluation** study on one or more segments of the full study area to identify and assess potential alternative solutions to the anticipated mobility and connectivity needs; work with partners to build consensus around potential solutions; and develop an action plan for future work on viable corridors.
- Use FDOT's established **Project Development** processes to conduct more detailed analyses of specific alternative corridor improvements, continue coordination with partners, and advance projects into implementation.

For more information, please go to www.FLFutureCorridors.org or contact the Project Administrator Huiwei Shen at (850) 414-4800 or huiwei.shen@dot.state.fl.us.



Florida's Future Corridors Initiative
October 2013

Florida's Future
CORRIDORS